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Philosophers who have observed the evidences of sense exhibited by chickens have been puzzled to understand why it is that a flock upon which the cock makes a daily requisition should, instead of flying or running away, remain until the last one falls a victim to their hands. Perhaps the chickens, too, are philosophers, and remain because they know that were their wings or legs to carry them to the uttermost parts of the world their fate would still be the same. However, be they philosophers or not, they do not display less understanding than those who at them, for these latter build houses and mills, and stock grain, and store goods; time after time upon the same sites that the floods have swept over before. It was but comparative a few years ago that the valley of the Shenandoah was deluged by the waters of that treacherous stream, and yet the bridges and mills and houses creel, and the corn and wheat stacked, and the livestock pastured on the identical sites then so ruthlessly born away, are now once more passing by this city, as debris in the swollen current on their way to the wastes of the sea. Because the flood doesn't come every year, people vainly imagine that it will never come again, and hence the losses occasioned by the late rain. Experience, which is in most instances, is an excellent instructor, falls ignominiously with regard to damages by floods; a burnt child dreads the fire, but the owner of a flooded field, or mill, or ware house, or wharf, entertains no such base emotion as fear with regard to a second coming of the water flood.

The Mussulmans welcome misfortunes if they come alone; but they never do; for instead of singly they invariably approach in battalions. The direction they have now taken, as regards political affairs, is, fortunately for the best interests of the country, toward the radicals, and if they were to increase and multiply until their weight crushed out the last flutterings of life in the radical party, a consummation would have been achieved gratifying to the hearts of all true patriots. Senator Davis, with the justice that would have awarded the Presidency to Mr. Tilden, had he, instead of Judge Bradley, been on the electoral commission, votes to seat Mr. Butler; then Senators Patterson and Conover, for reasons peculiar to themselves, vote the same way; and now, when Senator Sharon, upon whom rests the last hope of the radicals for retaining their majority in the Senate, is important to hasten from San Francisco and save them in their hour of extremity, he sends back the unfeeling response "that he will not come till the regular session; but, if he so desire, he will resign," knowing that the democrats have a majority of two in the Nevada Legislature, and would elect a democrat in his place.

#### News of the Day.

A dispatch from Deadwood says:—On Thursday the outgoing Bismarck coach was attacked by Indians, near Sulphur Springs station, about fifty miles from here. They fired a volley at the driver and passengers, but all escaped, and took to the bluff. The Indians captured the coach and horse. They ransacked the mail bags, and tried, but unsuccessfully, to open the treasure box. They killed two of the horses and camped with the other two. Several miners from the surrounding camps are reported missing, and fears are entertained that they have fallen victims to the rascals, who are again in this vicinity in considerable numbers. It is the opinion of the best informed men that these Indians are a part of a large body that are moving from the Red Cloud agency to the Missouri river, and doubtless the same who attacked Lieutenant Kinsinger.

General Grant will not go to Spain. He leaves Paris this week for Lyons, Marseilles, Nice and Villa Franca. From the latter port he will proceed to Athens and Constantinople. The General has written a letter to the committee of the Franco-American Union, expressing warm approval of the statue of liberty, both on account of its artistic beauty and as a noble expression of the unity uniting the two nations. At Lausanne he has replied in the most cordial terms. The trial of the habeas corpus case of Senator Patterson closed in Washington at 11 o'clock last Saturday night. Justice Humphreys said he had undertaken to give this case patient hearing and could not decide now, but must take time to consider. The Senator is legally under recognizance to appear whenever called. He will endeavor to satisfy the counsel when he has arrived at a decision.

The railroad accident on the Columbia and Augusta railroad, reported Saturday, proves to have been less serious than was reported. The coaches and baggage cars are not materially injured. One passenger, Mr. McLaughlin, of Charlotte, N. C., was killed, and several who are now doing well were slightly hurt.

In Baltimore, last Saturday night, Patrick Powers, while walking on B. between 15th and 16th sts., was attacked by three negro highwaymen, and only escaped injury and robbery by the timely arrival of a policeman.

In Washington, last Saturday evening, the wife of C. H. Donaldson, while approaching her house, near 10th st. and Virginia avenue, had her skull fractured by a missile thrown by an unknown party.

A carpenter named W. H. Dewey, while engaged at work on the third story of a house in Washington last Saturday, was precipitated to the ground and badly hurt by the breaking of the scaffold upon which he was standing.

Moses H. Grinnell died at his residence in New York last night, aged 75.

#### The Pope.

A cable dispatch says:—The Pope was so fatigued after an audience given to the pilgrims from Caracacoe on Thursday that he fainted and is still confined to his bed.

In Norfolk on Saturday in the United States Circuit Court the argument in the Atlantic, Mississippi and Ohio Railroad case was closed. Counsel for the bondholders made no motion to foreclose the mortgage. The Court reserved its decision on the petition of non-lien creditors.

#### The Storm.

The storm which commenced last Friday night, and some of whose ravages were described in Saturday's Gazette, was one of the most disastrous that ever occurred in this section of country, and from all quarters come tidings of the ruin it left in its track. From yesterday afternoon until late this morning, when a few few boats were enabled to make headway against the flood in the Potomac, and the telegraph repaired, Alexandria was cut off from communication with the outside world by reason of the prostration of the wires and the suspension of operations on the railroad and ferry boats connecting this with distant and neighboring cities. The following are the latest reports received up to the hour of going to press.

The Washington Union says:—The high water in the river on Saturday culminated in one of the largest freshets ever known. The water commenced to rise about 8 o'clock, and before 12 o'clock, was over the wharves. Before this, however, a private dispatch, dated Sandy Hook, November 24, 10 46 p. m., was received here, and at once headed over to the police authorities. This read:—"Move everything you can. Water over tow path. River rising from two to three feet per hour."

Acting upon this, the police immediately notified all the business men on Water street, and steps were at once taken to secure all the property on the street. Had it not been for this the loss would have been beyond what it is. As it is, those who suffered are those who, though they moved their property, did not take in sufficient distance, believing that the flood would be of no consequence.

As anticipated, the freshet was the worst yet experienced. The water had risen late night twelve inches above the mark of the highest water of the flood of April 29, 1852, and eleven and a half above that of October 31, 1870. The rapidity and strength of the current qualified, if not excelled, any previous freshet. The water, about one o'clock, commenced to come into Water street, and before two hours had passed the street, in the vicinity of Congress street, was covered with water deep enough to float a boat. Steadily rising, at five o'clock the water had crept up until it reached from Washington street to High, with a depth of at least three and a half feet. Shortly afterward, the water, hitherto confined to the canal wharves, south of the street, spread over the curbing, and in less than thirty minutes the street from Potomac street to Frederick was a sheet of water six inches deep. Above here, near the Aqueduct bridge, the water was pouring into Water street, coming over the wharves, and covering the street and irretrievably. At five o'clock last night the water was still rising with the worst yet to come, for high tide was at two o'clock this morning, and a large quantity of water was expected from above.

The scene in the river rivaled description. In the centre of the stream was the boiling turbid current, rushing at the rate of ten miles an hour. Against the piers of the Aqueduct bridge dashed the water, spouting high up in the air. The surface of the river showed, to some extent, the extent of the disaster above. Whole trees, all kinds of garden produce, log-cabin, barrels of flour, whiskey, and oil, kegs of powder and fish, saws, row boats, and a side of a log house, were among the various articles which were caught by the freshet and carried off. The whole loss to the business men of Water street brings in the fact that a heavy freshet was not expected, and therefore proper precaution was not taken in every case to remove property which was in danger. The following, however, a detailed account of the losses sustained, commencing at Rock creek:

At the wharf of the Consolidation Coal Company but little damage was done. The engine room of the company, and the wharf which connects the driving wheel, and the apparatus for hoisting coal, was submerged to an extent of over three feet. The machinery, with, of course, have to be immediately cleaned. Twenty cords of wood, belonging to J. E. Zieg & Co., which laid on the wharf, was nearly all washed away.

This wharf was also torn up, and the flooring scattered. At the lumber wharf of Joseph and J. E. Libbey, the whole stock was buoyed up, and every precaution had been taken to prevent the floating away of the lumber. On Wickett's wharf, where some \$40,000 worth of lumber was piled, the same measures were taken. Nothing of any consequence had been lost up to 10 o'clock last night, although if the water raised two or three feet more, the current which would rush down from Water street through the alleys between the piles, would sweep everything before it. The Great Falls Ice Company have suffered greatly. The water rose into their ice house, in which was stored 200 tons of ice, and made it a total loss. The damage to the yard, together with the loss on the ice, is reckoned at \$1,000.

The Potomac Boat Club's house was likewise filled with water, and the damage done is considerable. The house contained some sixty boats belonging to the club and private persons, which were not taken out until late yesterday evening. In the morning the boats were piled against each other, and one, a single shell, the property of Arthur Cropley, was broken in two. What other damage has been done cannot be ascertained until to-day. J. H. Kidway, cooper, had a number of barrels lost. A number of these were floating about in the streets, where they will be high and dry when the river falls. The firm of Lyons & Gaeger, commission merchants, had a few barrels of flour wet before they could be removed.

Their stock, about 60 barrels and 75 sacks of flour, and 100 bushels of meal, were taken to an upper story, just as the water covered the floor. In Hyde's steamship warehouse on the wharf were piled 100 bags of sugar. These were removed to the basement of the company's building on Water street and piled on barrels three feet high. Even this, however, was not sufficient, for by eight o'clock last night the water reached them.

The warehouse of G. T. Dunslop & Co. is stored \$16,000 worth of guano and other fertilizing stuff. This was reached by the water last night and nearly all ruined.

In the New York steamship's warehouse, on the wharf, were stored 500 barrels of flour. These were not removed until too late for wagons to work, the water having risen rapidly; and to save the flour, holes were cut in the roof and it was piled up beyond the reach of the water, although some barrels were damaged before this was accomplished. It was reported last night that the roof had given in, but this could not be verified, as the water surrounded the house at least six feet deep. Passen's boat house, in which were stored forty boats, was not injured, and the boats were taken out before damaged. James Kuhns, cooper, had 165 barrels of cement stored in the cellar of E. T. Lyndale's warehouse, which are a total loss. L. T. Davis & Co.'s warehouse contained 2,000 sacks of salt, and at ten o'clock last night the water was within five inches of it. Precautionary steps were being taken, however, to keep the salt from the water. In T. L. Morris' warehouse was stored some \$5,000 worth of guano. This was also reached by the water. The floor of H. P. Gilbert's store was submerged to the depth of two feet, but everything was moved away.

Smith & Lee's shiphandler's store had three feet of water in the cellar, in which was stored a large quantity of beef, salt pork, fish, &c.—Most of this is lost. Harly & Bro. lose nothing, they having removed three thousand bushels of corn from their warehouse just in time. John Leeb, shiphandler, had his floor submerged before the articles could be moved, and he will lose heavily. The Kennebec Ice Company also lost to a great extent, they having 1,800 tons of ice stored away, 800 of this is a total loss.

The blacksmith shop is filled with debris. The loss is \$2,000 here. The stables were flooded, but the stock removed in time. Ray's

warehouse, filled with 2,000 barrels of flour, is flooded with water, and some of the flour is a loss. George Shoemaker removed some 700 bushels of feed to an upper story, though the water had not reached his mill at ten o'clock last night. Tenry & Sons also removed their flour to a place of safety. Welch Bros. removed 300 barrels of flour in time to save it, their warehouse soon filling with water.

Above the Aqueduct the damage was no less severe. A house occupied by Peggy Reynolds was almost totally submerged, and she was forced to move. A lot of bone in T. L. Moore's mill is damaged by the water. At D. S. Shoemaker's mill all the flour in the warehouse on the wharf was removed to the second story of the mill. At 6 o'clock the water was within six inches of this floor of this story, and has, doubtless, reached the floor. The boat house of the College Boat Club was damaged, the water rushing in at the windows of one side and out at the other. The boats were all taken out, except the barge, which was broken.

The outlet lock suffered greatly. The engine house, at the foot of the lock, was submerged up to the eaves, the water rising here 14 feet. In this house there was \$3,000 worth of machinery. A house west floating down the stream at 8:15 last night, which was supposed to be this house; 500 empty cement barrels were washed away.

At Edes' mill, which is owned by Thos. P. Morgan, and run now by Mr. E. Goss, the water rose to the second story, and 30 barrels of flour out of 200 were injured. In this neighborhood a house occupied by a man named Morris was flooded. He and his family were forced to move. The furniture is a total loss. Above the Chain bridge the river and canal are one. The sight is terrific. The water is within five feet of the bridge floor. Two large gaps were cut in the canal between the Edes' mill and the bridge to relieve the pressure on the canal.

Stows belonging to H. P. Gilbert, George Johns, Gilbert Vanderwerker, M. E. Cato and A. M. Chaney were carried away.

The houses on the north side of Water street had all their cellars flooded. A dispatch from Georgetown at midnight says: The river continues to rise, and during the past two hours houses and portions of bridges have been coming down. It is thought the engine house at the outlet lock, about three miles above Georgetown, has been carried away. The Consolidation Coal Company's wharf was swept away except 10 o'clock, and the other wharves are expected to follow. The water has reached at some points the second stories of the warehouses. Mills, private residences and stores on Water street are being rapidly flooded. The water in Washington in places of business and residences has become so great that the fire engines are engaged in pumping them out. The basement of the National Republican office was filled with several feet of water and an engine is kept constantly at work pumping. Old residents claim that at the turn of the tide at 1 a. m. great destruction of property will follow. A report is in circulation that a section of the Long bridge has gone.

The rise in the river washed out the road bed just beyond the Long bridge, and Jackson City, consisting of one hotel and three or four fishing huts, was transformed into an island and its inhabitants isolated. The railroad culvert was damaged to such an extent that the passage of all Southern trains was impeded. The Virginia draw of the Chesapeake and Ohio Canal, which was a great check, but was strengthened by braces, &c., in time to remove all doubts as to its safety.

Baltimore, Md., Nov. 25.—At 10 o'clock last night the water in the Potomac, at Harper's Ferry, on a level with the Railroad Bridge, at that point, and the Shenandoah equally high. Between Harper's Ferry and Cumberland, at some places, the road bed is ten feet under water, and no estimate of the damage, whether great or less, can be known until the water subsides. Trains from the West due in Baltimore at 8:30 last night and at 9:30 a. m. and 8:30 p. m. to-day are still detained at Cumberland. No trains for the West left this city last evening or to-day. Trains west of Cumberland are running regularly. Between Martinsburg and Cumberland fifteen miles the company's telegraph wires are down. At Harper's Ferry the railroad bridge spans the Chesapeake and Ohio Canal, which runs alongside the Potomac. This afternoon two canal boats, one empty and one loaded with coal, struck the bridge and were dashed to pieces. The bridge was not injured. The canal is badly damaged at various points, and several dams are swept away. The delayed trains will move as soon as the water recedes. The damage by the flood in this city is comparatively small, being confined to the flooding of cellars and basements on the line of Jones' Falls. The water in this stream, which is the dividing line between the east and west sections of the city, was at its highest point last evening, and commenced falling before midnight. Trains on all roads (except the main stem of the Baltimore and Ohio) are arriving and departing on time.

The cut-away, joining Annapolis Island and the mainland, was completely covered with water. A fisherman's hut near Edes' mill was swept away. The tug Dr. Rogers was swept loose from Gilbert's wharf, but lodged against a saw down stream.

The tail race of Young's mill, on which a safe was standing, gave way, and a colored man, who was passing at the time, fell in. He was rescued with difficulty.

The wharf of the Berden Mining Company was very low last night. About twelve o'clock yesterday, the schooner Julia A. Ward, Captain Atkins, loaded with ice, laying at the Kennebec Ice Company's wharf, parted cable, and swung out into the current. Two anchors were thrown out, one of which broke. The other dragged until the vessel came opposite Libby's wharf, where she hung, and was at anchor last night.

Midnight.—The following has been received: Signal Service Observer, at Great Falls reports as follows:—A strong up-breeze river tide, one inch. At Aqueduct office, Georgetown, report river still rising. Water stands five feet eleven inches above wharf level.

An immense crowd of Washingtonians assembled at the Long Bridge, yesterday afternoon, to view the varied scenes that presented themselves, and towards evening the crowd was greatly increased, until at 5 o'clock there were fully five thousand people in the vicinity of the bridge. All the Washington wharves were submerged and nothing could be seen but the tops of the piles of wood and coal which were stored upon them. At the Thirteenth street wharf a large number of men were hard at work, removing the wood to a high ground on Maryland avenue, but notwithstanding their efforts, the bulk of the wood and a large amount of coal will be washed away.

The scenes at the river resemble greatly the great flood that occasioned such damage here in 1870. Innumerable pumpkins float gently past on the surging eddies, followed closely by logs of wood, hogsheds, fence rails, barrels, corn, and every imaginable thing that will float.

Numbers of men were engaged in catching wood and barrels, and one individual was so lucky as to catch seven barrels of corn, and a very fine boat, which probably belongs to some party in Georgetown. The river was about three feet above the Long Bridge last night, and at the present rate of increase in depth will undoubtedly render travel over it impossible. WASHINGTON, Nov. 26.—The signal service observer at the Great Falls reports:—

8 a. m.—The river remains the same as when last reported; a break in the canal, right over Conduitt, thirty feet wide; a heavy rain is now falling.

9 a. m.—The river has fallen 14 inches since the last report; the rain has ceased.

The signal service observer at the Aqueduct office, Georgetown, D. C., reports as follows:—

7 a. m.—The river fell two inches during the past hour. Total fall since 1 o'clock a. m., 11½ inches.

8 a. m.—The river fell 2½ inches during the past hour.

9 a. m.—The river fell 1 inch during the past hour. Total fall since 1 a. m., 13 inches.

The signal service observer at Harper's Ferry, W. Va., reports to the Chief Signal Office as follows:—Now, at 8:30 a. m., the rivers have fallen 5 feet, but are still very high.

The Richmond Whig gives the following account of the storm in that city:

The rain in Richmond, as well as in the country, Thursday and Friday came down with a violence never before known in Richmond. Friday night up to 3 o'clock in the morning the rain poured down without intermission. The water ran in the streets as though they were rivers, and the gutters and culverts overflowed on the pavements, giving warning that could not be misunderstood that the river would be the next to overflow.

And as it rained in Richmond from officers residing at the Whig office, were led to believe that the rain poured down with equal power all up the James river from Richmond up to and beyond Lynchburg. Indeed it was general. Early Saturday morning telegrams from Lynchburg indicated that the river was rising rapidly there.

Later in the day came telegrams warning Richmond to "look out." About half past 11 o'clock the river began to rise very rapidly, and men merchants and others doing business along the dock began to move their goods.

Mr. J. C. Poe, chief of police, upon receipt of cautionary telegrams, sent out a policeman to notify everybody along the line of the district covered by the flood of 1870. Nearly all of the merchants doing business on Main street from Fifteenth street to the Old Market at once began to move their goods from the lower floors of their stores above the high water mark. On the dock the activity was still greater.

At the New York sheds a large number of barrels of cotton were cut away and moved and placed upon the hill near Stauden's Hall, from whence they will be moved to some storehouse.

There was so much to move in this part of the town that teams were very scarce, and had to be used judiciously. During Saturday the heaviest amount of handling and lifting ever made in one day was done.

The banks of the dock presented a picture of activity. A night came on the waters rushed faster, the drivers shouted harder, and men rolled barrels and hogsheds with increasing excitement. Among the men on the dock to begin work was Mr. J. Smith, who has the largest junk shop and storing house in that part of the city. Bryant & Co.'s steam mill presented a scene of activity, and the dust from the same as it was hastily tossed in bags and buckets was thick and stifling.

Mr. Newell, the carpenter, who was putting up a new wharf for the Clyde line of steamboats, had a large quantity of splendid lumber stored at the wharf ready for use. This had to be removed in double quick haste, for the water at this point was rising very fast. He had to work hard to get the lumber away before it was covered.

About 9 o'clock at night the Old Market and vicinity presented a scene of excitement little dreamed of by up-town people. Here the flood of 1870 let its devastating marks, and the merchants and butcher did not propose to be caught by it again. Heller, the sausage man, had a score of hands moving his big iron safe from his stall, while the butchers slung side saws and cleavers and went to work lugging up hams and joints of beef in the top of their stalls. In a few short moments—long before the bell had struck the hour of 10—the shattered remnants of hogs and pigs swung lightly from the rafters of the Old Market, and hungry dogs gambled around the bones of the lean and fatted calf.

On Main street, between Fifteenth and Seventeenth, the wholesale liquor dealers, William Jenkins, L. Powers & Co., and others, were rolling their whiskey out of the way, showing their determination that it should not be washed away.

Kraker, whose store was under ground in 1870, was selling clothing at 10 o'clock, all unmindful of the rush of Shookoe creek in his immediate vicinity.

Mr. Baldwin, the hardware man, on the side of the creek, was hard at work putting his stock up on the highest shelves in his store.

Herkeley, the irrepressible auctioneer and commission merchant, was too sharp to be caught napping, and had his large assortment of consignments moved out of the track of the flood.

Perhaps in 1870 there was no class who suffered more from the water than the hucksters. Around the Old Market they had their goods stored away in cellars and when the water came of course everything they had was totally ruined. This time they were the first to move. Indeed one has any excuse for not moving his wares this time out of the way of the water.

Dr. W. H. Scott, the dentist on the corner of Franklin and Seventeenth, who last heavily by the water before, moved his stock away.

The proprietors of the Haxall Crenshaw Mills had 9,000 barrels of flour on the dock, which they had to move in a limited time.

A. E. Lee, the linen merchant, began at 9 o'clock to move his line from the dock to his warehouse on Virginia street.

At Mayo's Warehouse, near the bridge, the tobacco was being moved away when the Whig reporter visited the place. At the Planter's Warehouse, Hincherson & Barry proprietors, on Cary and Eighteenth streets, the tobacco was also being rolled away.

"The 'have a bone'—some along," of the tobacco hands as they rolled the immense hogsheds and tires from the warehouses into the various sound clear and fast in the night air, and the crack of the whip and clank of the hoof of the horses and mules as they dashed through the dark streets could be heard everywhere in the lower part of the city.

At the first police station house all were on the alert and getting ready for the coming of the tide of water which before closed up their door and held them besieged until they climbed from the windows into the boat which ploughed the waters in that neighborhood. The party from the Capt. Piccaents could be seen standing in the doorway. He was on the outlook, and his holy and bronzed face and the thunder deep base of his voice needed but the son captain's speaking trumpet with which to give command, and the tar's blue shirt and rolling collar to set him off for the duties of a sailor, which he was expecting to perform.

At the station house room was filled with chairs, desks and other articles, put there by the butchers for safety. People were coming in and out asking intelligence from the water—some anxiously, but the many from idle curiosity.

In the midst of the more than ordinary Saturday night's turmoil and bustle the stentorian voice of Capt. Sam Macceubin was heard giving orders for the removal of his hay and feed from over the dancing waters of Shookoe creek. His neighbors were likewise busy.

Freischhorn, the twenty-five cent dinner man, was moving everything portable to the floor above in case he should have to turn his restaurant into a boatman's house. Zimmer, the candy man, who lives on Main street, on the

side of the creek, was also getting his store ready for the watery season.

While the lower part of Richmond presented a scene of activity the mills on the water line in Manchester were likewise busy. At Dunslop & McDaniel's flour mills everything was moved from the lower floors to the upper. At the cotton mills the same was done.

At the mills of Haxall & Crenshaw everything was moved from the lower floors, as they were right in the line of the flood.

As the splendid turbot "Arctic," Messrs. Leffler & Talbot owners, was entering the lock gate she struck a pile and sunk in fifteen minutes. She was one of the best in the river, and had been rebuilt last year. Her boiler cost \$3,000, and was one of the strongest on any boat of her size. Everything valuable was gotten from her before she sank. The high water will prevent her being raised immediately, which is unfortunate at this time, as she will be greatly needed in towing vessels up the river.

Much damage was done along the Chesapeake and Ohio railroad. One hundred and forty-four feet of the trestle at the western end of the bridge over the Rappahannock river, at Charlottesville, was washed down.

The same agent on the Chesapeake and Ohio railroad who left with the mails last evening had to return last night, owing to the washing away of the Rappahannock and Rappahannock bridges.

Mr. Bates, a special agent on the Chesapeake and Ohio railroad, telegraphed to Col. Holliday that he was detained at Millersville by high water.

The southern rail road by the Danville road last night at 7:30 did not come in, owing to the destruction of the Staunton river bridge.

While we have no specific information from these points, there can be no doubt that the damage has been considerable.

On the Chesapeake and Ohio railroad the officers with the usual vigilance laid up all trains by telegraphic order as soon as they learned of the rains. To this cause may be attributed the fact that no lives have been lost on the line of the road.

In the Shenandoah river the water commenced rising at five o'clock Friday night, and by six o'clock Saturday morning was several feet higher than in the great flood of 1870. The damage to crops, &c., is variously estimated at from one to two hundred thousand dollars. The office of the R. & O. R. at Manassas was damaged to a considerable extent. The bridge over South river, on the Manassas railroad, was also destroyed. No loss of life is reported so far.

RICHMOND, VA., Nov. 25.—A dispatch from Danville last night says:—"The Dan river has risen to nearly the highest point ever known here. The damage in and about the city is estimated at \$100,000. Everything bordering on the Dan river and the Big and Little Sandy rivers has been swept away. The Virginia Midland R. Road has sustained much damage at this point. The iron bridge over the Staunton river of that road has gone. Three other minor bridges on that road have been swept away and the road bed has been washed in many places. Danville at night is in darkness as the gas works are submerged. A number of houses have been swept away and the destruction of the freshet is incalculable. The river is still rising."

CHARLOTTESVILLE, VA., Nov. 24.—All the streams in the neighborhood are greatly swollen, and the adjacent farms are suffering. The river is as high as in 1870, but is now falling. A portion of the iron bridge is gone, and the balance is seriously damaged. The telegraph lines are down. The Chesapeake & Ohio Railroad is badly washed, and as trains are stopped, the damage cannot be estimated, but will be very great in the vicinity.

A dispatch from Lynchburg, dated 10 p. m., Saturday, says:—"The river at this point is as high as in 1870, and is still rising steadily. All the bridges are gone, and the damage to all sorts of property is immense. The James river and Kanawha Canal between Lynchburg and Richmond will probably sustain most serious damage by the overflow of the river, and the consequent breaking of its locks. The flood of 1870 caused a loss to the canal company of several thousand dollars and suspension of the traffic for months, and this disaster is likely to be repeated."

BALTIMORE, Nov. 25.—The Western train on the Baltimore and Ohio Railroad due here last night and this morning are detained at Cumberland on account of high water in the Potomac. The track of the road at Mr. Julius run in Morgan county, W. Va., being submerged.

A dispatch from Cumberland at 1 o'clock says the water was falling, and the trains would leave Cumberland in an hour or two. A dispatch from Harper's Ferry at 1 o'clock reports the bridge at that point as safe, the water not having risen to the level of the bridge.

CHAMBERSBURG, PA., Nov. 25.—There was a destructive flood at this place last night, the Conococheague creek rising fifteen feet above its ordinary level, and doing damage to the extent of at least \$30,000 during the night. At 4 o'clock this afternoon five spans of the Cumberland Valley Railroad bridge over the Potomac river near Williamsport, Md., was swept away. Six heavy loaded coal cars were on the bridge at the time and went down with it. The loss will be about \$20,000.

RICHMOND, VA., Nov. 25.—As anticipated last night, the water continued to rise steadily during the remainder of the night and all to-day, and before noon had reached high-water mark of the memorable flood of 1870. At this hour, 6 p. m., the water is eighteen inches above same mark, and still rising slowly. During the entire night and early hours of to-day the work of moving merchandise from the threatened portions progressed steadily, and by this time almost every merchant succeeded in saving immense quantities of goods.

The interest excitement prevails in this community. Services at church to-day were but thinly attended, the people seemingly having only time to go to different points along the river and in the lower part of the city to view the madly rushing waters and the devastation caused thereby, and to speculate in relation to property connected with the flood. Mayo's Warehouse, occupying the river between this city and Manchester, was especially point of interest during the forenoon, for it was expected it would not long withstand the immense pressure of the water.

The crisis came between 1 and 2 o'clock, when two spans of the bridge on the Richmond road and four on the Manchester end, in all about 350 feet were swept away. The bridge was carried off by the flood of 1870, and rebuilt in 1871. Of the three railroad bridges and one foot bridge above, none have as yet succumbed, but it is impossible to say how soon, if at all, the rising current may sweep them off. Every precaution has been taken to save those mostly threatened.

At the lowest end of the city, in a locality known as Ruckets, the destruction of property is greatest, the river having risen above the level of the high water of 1870, and the tide of the high water reached by the freshet may have been almost entirely covered. People who remained in the dwellings were driven from floor to floor, and in many instances were finally compelled to be taken away in boats. City works, located in this section, entirely submerged, with exception of dirt and glimmering water works about one mile above the city are well sustained.

RICHMOND, VA., Nov. 25.—The water here reached its highest point at 3 p. m., being nearly twenty-five feet above ordinary high tide, and remained stationary for three hours, and is now beginning to recede. Water at Danville commenced to subside last night. Great damage is reported to farming interests on Big and Little

Sandy and Dan rivers. All bridges over Fall Creek are swept away.

The damage to the Virginia Midland and Richmond and Danville roads in this vicinity is enormous. Staunton river bridge on the Danville road was washed away last night with a train of cars loaded with tobacco en route from Danville for Richmond. The Milton and Sutherland narrow gauge road is greatly damaged. No details.

Reports from Caswell county, North Carolina, on the Virginia line, indicate heavy losses in that county to public and private property. Dispatches from Charlottesville report the water in Rappahannock river subsiding rapidly.

No trains on the Chesapeake and Ohio Railroad running. The Virginia Midland road is clear between Charlottesville and Alexandria except at Rivanna river, where the bridge is gone. About 200 hands are at work to replace this bridge, and it is expected to be ready to admit of the passage of trains on both roads by to-morrow night. Reports from the surrounding country are meagre.

The water at Lynchburg has fallen about fifteen feet since 8 p. m. The damage in that city to private property is over \$50,000. The canal is greatly damaged above and below the city. There is one wash in the embankment near this city, seventy yards in length. Owing to the many bridges being washed away in the country reports of damages cannot be ascertained. The Atlantic, Mississippi and Ohio road between Bousquet and Christiansburg is badly washed and damaged. The Roanoke river is reported higher than ever known.

From Washington.  
[SPECIAL DISPATCHES TO THE GAZETTE.]  
WASHINGTON, D. C., Nov. 24.</